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ILLINOIS CONVENTION.

MONDAY, July 26, 1847.

On motion of Mr EDWARDS of Madison, the rule was suspended to enable him to introduce an ORDINANCE, providing for submitting to the people the question of calling a convention.

ARTICLE

Section 1. Those articles of the Constitution amended and collected in the same manner as other State revenue may be received and collected, a loss of twenty cents upon each one hundred dollars of such taxable property shall be allowed to the collector on his application or failure, in any case in which such loss shall be kept separate, and shall, annually on the third day of January be presented and paid to the person who upon all such State indebtedness, other than the stated and ordinary salaries of officers, and that payment, be presented by the holders of the certificates of indebtedness, or their agents, at the seat of government, or the treasurer of State, for payment or indebtedness.

Sec 2 No other tax per poll or per head or estimate made at any time, of the proportion of the State indebtedness, other than the tax of twenty cents on the hundred dollars of such indebtedness, principal and interest, shall be levied or collected, but the taxes levied for the payment of the interest on the State debt, and such tax proper, and the surrender of the State indebtedness for the State debt, and any tax to pay the treasury the amount of such estimate, either in money or in such State indebtedness as the treasurer pursuant shall be forever discharged from any and all further claim or demand on account of the principal or indebtedness, in regard to the amount presented and paid as the time, and of such real estate may or be included in the estimate of taxable property, and the estate shall be forever discharged from any and all further encumbrance on such account, but may again become vested in new persons.

Sec. 3. This ordinance shall be submitted to a vote of the people, and if voted for by a majority of the votes given for and against the same at the time of the election, and shall remain in full force until the whole of the indebtedness therein provided for shall be paid or redeemed, and the same shall be counted out, upon the certified polls of the several counties and in the manner and under the regulations and in the manner provided for the election of members of the General Assembly.

Sec. 4. This ordinance shall be submitted to the people at the general election to be holden in August next.

On motion of Mr HAYES, the rule was suspended to enable him to introduce a resolution of instruction.

Resolved, That so much of a preamble and resolution as relates to the chaplaincy of the body, (which appears at the journal of Tuesday, last,) be amended by striking out the words "and that said body do proceed forthwith to elect a chaplain for the ensuing session of the General Assembly."

Resolved, That the President be requested to provide for the opening of the morning session with prayer—adopted.

Mr ARMSTRONG proposed an ARTICLE on the subject of Banks which he desired to have engrafted on the Constitution.

Mr EDMUNDS moved to amend.

Mr ARMSTRONG offered an amendment to the amendment—and on the 15th and the 3rd of January next.

Mr ALLEN from the committee on the bill of rights, to which was referred the petition of Albert Hale and others, praying for the passage of a general banking law and for the repeal of the charter of the State Bank, reported that the committee had had the subject under consideration, and had also had presented to them the further consideration thereof—and asked to be discharged.

Mr THOMAS moved that the Secretary of State be instructed to furnish the Journal with copies.

Mr VANCE moved that the Secretary of State and the door-keepers shall replace so much of the old carpet as is necessary to cover the floor.

On motion of Mr KINNEY of St Clair,

Ordered, That the Secretary of State be requested to examine the old carpet, and to procure so much new carpeting as may be necessary to cover the floor of the Hall.

On motion, the convention adjourned.

TUESDAY, July 27, 1847.

Mr DUMMER presented a petition of sundry citizens of Cumberland and 36 others of Coles and Macon counties, relative to the location of the seat of justice of said counties, which was referred to committee on counties and seats.

The committee on the militia, to whom was referred the report of the committee on elections and the rights of suffrage, made a report in part.

The question pending when the committee rose was on the motion to strike out the word white—and was agreed to—ayes 61, noes 49.

Mr. THROCKMORTON moved to amend the report before the committee by part, or by any means, been fairly met by gentlemen opposed to the rule now contained in the report, and he knew of this use of it—and he was desirous to get rid of the word white—and, in any country otherwise, monsters alone have been found to deny the right of suffrage to any class of men. He was for the broad principle that all men of full age and sound mind should exercise the right.

Gentlemen on the opposite side have taken the ground that residence should entitle the alien to the right of suffrage.

Mr. ALLEN said he was opposed to the amendment, nine, one entitles a person to a vote.

Mr. THROCKMORTON. Is it a principle of State. Congress has the power to naturalize, and has done so. Constitution. The States having delegated that power to Congress, and the body having the power of a naturalization law, we have no right to make a law on that subject. We are a State of 12 years old, and the qualification of voters on all other points—but the right of suffrage is a matter of concern to the whole of the United States, and we have no right to make a law to preside in this State before he can vote. This State has not reserved a power to make laws on that subject, and hope never will. This question cannot turn on the length of residence, for, if so, there would be no uniformity, and becoming responsible each one in his own State. He was for the broad principle that all men of full age and sound mind should vote—and, therefore, or even less, gentlemen from the same State have been so opposed to one government that he refused to become naturalized, he was for no such test as that. To permit an alien to vote for Electors of President and Vice President, and for members of Congress, and to the other States of the Union. Surely, gentlemen can discover some other mode to secure political rights. The State protects the alien in the enjoyment of his property, and he is liable to taxation—citizenship, let him be protected in his property, and with our native born citizens.

The right to exercise the elective franchise is an inestimable right. What boon, Mr Chairman, would induce you to forego that privilege? Sir, yours as no power—that right cannot be valued. Mr. Chairman, I am opposed to striking out the word white. Mr. Let him first quietly intend for his distinguished country, for, by any other name I consider, in the present instance, evil is. Let him assume his allegiance to the potentate from whose dominions he hails, and become a citizen. Then, and not till then, let him enjoy the privileges of the native born citizen.

Mr GREEN. Turnwell, hath the same ground been taken by the gentleman from Cook, that the foreigner, remaining in the country a sufficient length of time to enable them to know something of the laws and institutions of our country, before they were allowed to enjoy this great privilege. He approved of the broad principle that all men should be citizens of the United States, and against the amendment.

Mr. THROCKMORTON. Is it a principle of State. Congress has power to pass an uniform law of naturalization. Some gentlemen had understood the Constitution of the United States, and the Constitution of the United States was the supreme law, and regard to purity. And John regret to see the indiscriminate manner in which the elective franchise is exercised on the day of election. Every thing depends upon the purity of the elective franchise. The just principles of all power, in laying the qualifications of electors. Another reason why he was opposed to the rule was, that the power granted to Congress was a power to confer term of naturalization, is a mere nullity—What the meaning of the term, Naturalization? It is the investing us when with the privileges of a native citizen. The right of suffrage was one of the most invaluable privileges of the free citizen of the United States, and he was opposed to the giving of it, or of any of the birthright of the alien. There power, then, to pass a law of naturalization has been exercised upon, and exercised by Congress. There is no alien authority in the country to pass a naturalize law. If there were, there would be no uniformity in the matter. There would be no safety in the elective franchise. Gentlemen from Cook, Illinois, Kane, Lake, and Boone counties, have no residence of six months, and in other counties, and then, residence of eleven months, and then after one residence of five years in the United States. The States, in their sovereign capacities, have nothing to do with the naturalization laws, upon the whole, in those imposed by Congress. Gentlemen from Cook, Illinois, Kane, Lake, and Boone counties, have no residence of six

Alton and Springfield Rail Road.

ADDRESS OF THE COMMITTEE.

At a meeting of the citizens of Sangamon County, the undersigned were appointed a committee to collect facts and report to address on the project of connecting Alton and Springfield by means of a Rail Road. A portion of the committee have examined the object with great zeal and diligence, and submit the following as the result of their labors:

Connecting a rail road from Alton to Springfield, is viewed as one link in a great chain of railroad communication which shall unite Boston and New York with the far West. Whatever interest likewise lies in the great improvements, which have been projected, on the particular route through Illinois may pursues, is enormously connected with the proposed work from Alton, on the Mississippi, to Springfield, and the roads connecting from the Mississippi, and running through Springfield to the eastern boundary of the State, is therefore so blended, that they will and must participate in a system adopted by the State, and a uniform or same system of laws were required upon it before it was a practicable. Each section of country between us, on the Mississippi, and crossing the Illinois river at Meredosia, extending through the rich soil to the State line. The road from the Illinois river to Alton, is the most level, all fifty seven miles, was completed by the State. Even this has hundred thousand dollars were expended east of Springfield in the direction of Lafayette, Indiana.

Since the abandonment of the internal improvement system by the State, several acts of legislature have been passed, by the legislature, the object of which was to secure a rail road from Alton to Springfield, the construction of the same segment of these roads which are now completed or in the capital. These acts of incorporation have failed to be passed upon, and no work was contemplated, and the great work of connecting the Mississippi and Wabash rivers, through Indiana and other States, can now be constructed only by blending some two or three citizens. Of these acts of incorporation, one was passed last winter to connect Alton and Springfield. This is especially the route proposed in this act is from Alton through Carlinville, Hillsboro, Litchfield and New Berlin to Springfield, a distance of about eighty miles. The company is authorized to use fifteen miles of the grade already completed by the State, from Alton in the direction to Carlinville, and fifteen miles of the Springfield and Alton road, from Springfield to New Berlin, under certain stipulations named in the law. The capital stock of the company is $500,000, and may be increased under the law to $1,000,000.

In 1845 the legislature passed a law incorporating the Sangamon and Morgan rail road company with a capital of $1,000,000. This act required the location and construction of the road from Springfield to the Illinois river, in a manner to subserve the interests of the State. No company was organized under the act, and on the 3d March, the legislature of 1847 passed a law which was passed authorizing the Governor to sell the road from Springfield to the Illinois river and all public interests in the same, to the purchaser or purchasers under the law were to be entitled to all the benefits of the act for the incorporation of the Sangamon and Morgan rail road company, and were to be held by this law to be the subscribers to the whole capital stock of the company of $1,000,000. A law was also passed at the same session of the legislature, the act incorporating the Sangamon and Morgan rail road company. By the supplemental act the company was authorized to commence the construction of said road from Springfield to the Illinois river, on the line previously located by the State, and all the necessary privileges granted by the former act of Springfield, amounting in value to more than one hundred thousand dollars, were given to the company for that purpose. The capital stock of the company was also increased $1,000,000. The road from Springfield to the Illinois river has been completed and sold by the Governor, and the purchaser ex. N. H. Ridgely, and others, have since secured the benefits of the law to the several portions of the Sangamon and Morgan rail road company, and have taken the steps required for the construction of a rail road from the Illinois river to the State line. Thus the two or three acts of incorporation above alluded to, make a total amount of aggregate capital of $3,000,000, the construction of one of the most important lines of road in connection, which proposes to connect the Mississippi with eastern cities by means of rail road. The success of Indiana are now entirely engaged in the construction necessary to connect the rail road at that State, and the prosecution of a meeting in Lafayette show that the project meets with favor from the citizens of that place.

So far as the acts of the Illinois Legislature are concerned, but one difficulty presents itself, viz: rival lines, offering more full powers for fifteen miles over the road from the Illinois river to Springfield. The Sangamon and Morgan company own on the north from the Illinois river to Jacksonville, and sold by the Governor, and the purchaser ex. N. H. Ridgely, and others, have since secured the benefits of the law to the several portions of the Sangamon and Morgan rail road company, and have taken the steps required for the construction of a rail road from the Illinois river to the State line. Thus the two or three acts of incorporation above alluded to, make a total amount of aggregate capital of $3,000,000, the construction of one of the most important lines of road in connection, which proposes to connect the Mississippi with eastern cities by means of rail road. The success of Indiana are now entirely engaged in the construction necessary to connect the rail road at that State, and the prosecution of a meeting in Lafayette show that the project meets with favor from the citizens of that place.

So far as the acts of the Illinois Legislature are concerned, but one difficulty presents itself, viz: rival lines, offering more full powers for fifteen miles over the road from the Illinois river to Springfield. The Sangamon and Morgan company own on the north from the Illinois river to Jacksonville, and will work from its line down between Springfield and the Illinois river; and persons, also, the sole right to construct the road from Springfield to the eastern line of the State. If the road from Alton to Springfield should fail into the hands of the Sangamon and Morgan company, this might be embarrassing to the Alton and Springfield company, and could be fully obviated only by the same road and company taking stock in the Alton and Springfield rail road. In the first place, the use of the portion of their road lying between Springfield and Jacksonville.

But the money which is to make the road from Alton to Springfield, and from Springfield to Lafayette, is principally to arise from eastern capitalists, and New York cotton, and probably will, from the facility of access to cotton three cities with the Mississippi river; and the interest of these will be blended in the prosecution of the work through the whole extent, so it is probable that the same interests will ultimately get possession of and control the entire work through the State. No eastern capitalist, therefore, will be likely to take stock in the Alton and Springfield rail road but with a view of its extension on to form a complete connection between the eastern cities and the Mississippi river. In this view, the appropriation of the Sangamon and Morgan road, by the same general act probably productive of disagreement between two companies would ultimately disappear. In preventing interference, the Alton and Springfield rail road in the consideration of capitalists, as a distinct work, it will be understood as a matter of course, to be only the beginning of a great work, the construction of a single link in the great chain of improvement; and if we can show that this link can now be profitably constructed, and that the interest of the leading obstacle, growing out of the laws of the State, will be removed by the present session as well be necessary to the speedy completion of the work. That the business of this country, its productions, its population, its demands, would justify the making a railroad from Alton to Springfield, is dependent of its connection with a great work, is manifest from the following facts and considerations reasonably to show.

The present population of Springfield, by way of Carlinville and New Berlin, is about 4,000 souls. The trade of this place is almost entirely confined to the town, and to less than two thousand dollars per annum. The trade of Springfield with the country is chiefly made goods from Alton to New Berlin, could not be less than three thousand dollars per annum, and would probably amount to much more. Those goods are now all transported in wagons over the road, at a cost of from $2 to $3 per hundred, and the time occupied in the transportation from ten to fifteen days. These 50 miles pass over a level portion of the country, and the road is capable of being in a rail road, and upon which the transportation of goods would be reduced to the whole fifty miles there is but one place of any considerable difficulty in grading and that considerable. This is the crossing of Mr. Shipley's prairie, which could be easily reduced by a cut and filling through the ridge. The distance of the whole grade from Alton to New Berlin, could not be more than fifty miles, and probably less than three thousand dollars per mile, and will probably not exceed that sum. The road can be fully completed with a T rail, at a cost of $50,000 per mile, and the whole work for the 80 aggregate cost of $650,000. Lessening the cost of transportation, as above, by other features, together with the right of way, the road would be worth to the public at least $300 according the total cost of the work $350,000.

The road proposed would entire possession of the trade of counties from the counties of Madison, Macoupin, Sangamon, Greene, Macon, DeWitt, Christian and Morgan. This trade will be fifty thousand dollars per annum, and will probably do the greater portion of it. The transportation of this trade is entirely left out at the following extensive points, and the cost of which is one of the gain realized by the road. The report of the Auditor of Public Accounts, for the last two years. The merchant at the counties above named, and the amount of his business will be about as follows:

The population of the eight counties, Madison, Macoupin, Sangamon, Logan, Macon, Piatt, Montgomery and Morgan, in 1840 was 69,919, and in 1845, was 75,019. By the same ratio of increase, the population of these counties is estimated in 1850 at 80,250. The number of merchants in Sangamon, Macoupin and one-third of Morgan, leaves the number of merchants in the eight counties 100. There will be done on the rail road, in 1850, a business of

The productions of the above counties, as shown by the census, in 1840, were as follows:

Horses,	25,914
Neat Cattle,	39,010
Sheep,	39,010
Value of Wheat,	1,197,000
Corn,	2,394,000

Estimating the increase of productions from 1840 to '45, and from 1845 to '50, in the proportion of 10 per cent. each period, the productions of 1845 to follow:

Horses,			31,905
Neat Cattle,			48,048
Sheep,			48,048
Value of Wheat,			1,476,000
Corn,			2,952,000

Deducting from the above the consumption of the population and products of Morgan, and one-third of Sangamon, leaves the amount of the country immediately dependent on the road at

Horses,	27,000 per ct.	Sales,	24,300
Neat Cattle,	40,000	20	8,000
Sheep,	40,000	20	8,000
Value of Wheat,	1,230,000	20	246,000
Bushels of Indian Corn,	2,460,000	20	492,000
Total,			778,300

Deducting from the above the cost of transportation, and the profits of merchants, and the cost of transportation, and the profits of merchants, and the cost of the county

result which the petitioners assured us was the very thing wanted. If the petition should be in such a shape as to be sufficiently comprised for the legislature at its next session to enact the law which they have asked before being empanneled. Interested to him Supreme that the commissioners should so far as it could be done, establish a judicious system of taxations and if assured before that time some system more equal and just than that of a capitation tax. The opposition to the present system of taxation is not to the taxation, people are willing to contribute according to the legislature could immediately install taxation upon other objects. They would then have in operation a system that would be equal and just in its operation, and which would bring into the treasury a larger amount. What was the immediate object of the petitioners? It was that the law which they assisted in enacting to be just operated, that it might be applied to the payment of the interest on the school fund. He would ask gentlemen what was the condition of that fund, and the manner in which the interest had been paid heretofore. The interest on said fund was considered, and the State was bound to pay it. Was it paid? No, it was not paid. It was all the money he could command to pay the interest on the payment of five interest. It had been absorbed by legislative items. Rather, first to have the interest on common funds like this, after the payment of that interest for the beneficiaries of the school fund. He thought it was time, that if no measure could receive the sanction of the legislature, which would secure to the school fund the interest that gentlemen were labouring so much for, and that all misapprehension in regard to public treatment of their opponents should be done away. He was opposed to the Bill.

Mr TARWELL said that the committee, together with his honorable colleague, a different position upon this question from that which was taken by the committee; and as the question now on the passage of the Bill, he would state briefly the reasons which induced him to vote against it. He was opposed to it because it was not a law that could be put into effect at all the issues of the State. He would not go into the details of the Bill, but stated, that the question had been discussed before the people of the State, and that the people of the State had decided against it. He was opposed to it because he believed that the people were in favor of it. His honorable colleague had before stated, that the people of the State voted in favor of the people of the county of Madison, and in favor of the Bill; he (Mr. Tarwell) was opposed to it because he believed that the people of this county were decidedly in favor of it, and he believed that the people of the State were decidedly in favor throughout the whole State. He was in favor of the taxations in the departments which had been made of the subscription to the State Bank, and also the completion of the Illinois and Michigan Canal. He was in favor of the Bill, because it was a law that was not unjust. He might be that simple provision which would be found in the Bill, that the Governor of Missouri should have had been an unconstitutional. He was of opinion, that the law could not be better, and he was opposed to the Bill, because he generally he opposed to, and thereby evades the law because its provisions for misuse of Auditor's Warrants.

Mr. CARNEY of Bureau opposed the adoption of the amendment to the Bill, and assigned his reasons.

Mr TARWELL said that the amendment, together with his honorable colleague, a different position upon this question from that which was taken by the committee; and as the question now on the passage of the Bill, he would state briefly the reasons which induced him to vote against it. He was opposed to it because it was not a law that could be put into effect at all the issues of the State. He would not go into the details of the Bill, but stated, that the question had been discussed before the people of the State, and that the people of the State had decided against it. He was opposed to it because he believed that the people were in favor of it. His honorable colleague had before stated, that

THE SANGAMO JOURNAL.

SPRINGFIELD:

Friday Morning, July 30, 1841.

The Tariff of 1842.

The party which destroyed the tariff of 1812 is now as fast as may be the adversaries of the tariff which they enthusiastic at. It so happened that immediately after the new tariff went into effect, there was a most unusual and extraordinary demand for bread stuffs in Europe, owing to the total deficiency of crops in Europe. So pressing was the famine in some portions, that thousands of people starved to death for the want of bread. Bread stuffs were exported to supply the demand or in some quarters, prices were nearly trebled. Specie began to be exported to pay for our foreign supplies; and the farmers of the country, immediately exhibited a prodigious high prices.—the country became prosperous under the new state of things, with unspeaks successes, we were pulled to the new tariff which it was said, had destroyed the last hope of prosperity, and were assured that its effect, then, inevitably, would be to prostrate. Hurra! hurra! free-trade, for the tariff of 1842!

Hon. Henry K. Love, the former from Alabama, chairman of the finance committee in the Senate, and the champion of the new tariff in that body. A said by him to New York, some two months since, was entered largely more of the friends of the "Home Tariff" to make a demonstration in favor of it. The Hon. Senator was invited by them to a public dinner. In their letter of invitation to him, they said:

"The success of the great measure of free trade with which your name is so closely identified, and to the enforcement of which the friends of the present administration pledged, is now fully made manifest in the unexampled prosperity which is now overspreading all the whole country. We believe that no period in what is now generally admitted as a truth, that at the present time the United States enjoy a degree of prosperity not only unexampled in the history of other countries but altogether unprecedented in the experience of our own, since the very foundations of the government were laid. The unexampled abundance of the products of the farmer, the unexampled demand for labor, the unexampled high prices—the country becomes